

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1** NAME

HISTORIC

New Market

AND/OR COMMON

New Market Historic District

**2** LOCATION

STREET &amp; NUMBER

Intersection of <sup>Old</sup> Md. Rt. 75

North and South side of Md. Rt. 144 at the/

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

New Market

VICINITY OF

STATE  
MarylandCODE  
24COUNTY  
FrederickCODE  
021**3** CLASSIFICATION

## CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☐ PRIVATE☒ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☒ COMMERCIAL☒ PARK☐ EDUCATIONAL☒ PRIVATE RESIDENCE☐ ENTERTAINMENT☒ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4** OWNER OF PROPERTY

NAME

Multiple Private and Public Owners

STREET &amp; NUMBER

CITY, TOWN

New Market

VICINITY OF

STATE

Maryland

**5** LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Frederick County Court House

STREET &amp; NUMBER

Court Street

CITY, TOWN

Frederick,

STATE

Maryland 21701

**6** REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# MAJOR BIBLIOGRAPHICAL REFERENCES

F-5-59

PRIMARY SOURCES AT THE FREDERICK COUNTY COURTHOUSE, FREDERICK, MD.

Equity Records of Frederick County

Land Records of Frederick County

Marriage Records of Frederick County

Probate Records of Frederick County

(See Continuation Sheet #8)

## GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 66 acres

UTM REFERENCES

A 18 305030 4361660

ZONE EASTING NORTHING

C 18 303940 4361340

B 18 305050 4361420

ZONE EASTING NORTHING

D 18 303970 4361620

VERBAL BOUNDARY DESCRIPTION

The New Market Historic District extends along Maryland Route 144 (formerly Route 40) approximately .3 miles to the east and .4 miles to the west of Maryland Route 75. In depth it encompasses the land .1 mile north and south of Rt. 144 along this extension.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
-------	------	--------	------

STATE	CODE	COUNTY	CODE
-------	------	--------	------

## FORM PREPARED BY

NAME / TITLE

Mrs. John Prosser (SEE CONTINUATION SHEET #8)

ORGANIZATION

Frederick County Landmarks Association

DATE

4/75

STREET & NUMBER

TELEPHONE

P.O. Box 68

865-5248

CITY OR TOWN

STATE

New Market

Maryland

## STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

# 7 DESCRIPTION

F-5-59

## CONDITION

—EXCELLENT

☒GOOD

—FAIR

—DETERIORATED

—RUINS

—UNEXPOSED

## CHECK ONE

—UNALTERED

☒ALTERED

## CHECK ONE

☒ORIGINAL SITE

—MOVED DATE \_\_\_\_\_

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

New Market is a small drovers' town located on what was originally one of the major east-west routes from Baltimore and Frederick to the west. This road, formerly U.S. 40 or the National Pike (now Md. Rt. 144), is the main street of the town. There are a number of cross streets, all designated as alleys on the original plat. Only one of these has been enlarged, this to accomodate Md. Rt. 75.

Along Main Street, the houses are grouped closely together west of Route 75. Many of these have common walls and the rest are generally separated by small side yards. The large majority of houses are set back from the road only by the width of the sidewalk. A few of the detached ones are set back further. Most houses have long, narrow back yards, many of which are heavily planted with trees and shrubs. Only one building, Mealy's Inn, has a parking lot in its rear yard.

Only one major intrusion faces directly onto the main street. This is the fire station, a "pseudo-colonial" brick building fronted by a short expanse of macadam. Further west on the south side of Main Street, behind the houses, is a trucking company with a large parking area for tractor-trailer rigs. This stands at the western boundary of the district and is not a major intrusion as it is not easily viewed from the main street.

New Market is set on a slight rise of ground in the rolling countryside of eastern Frederick County. Coming into the town from any of the three routes (north, east, and west), the transition from farming country to the town is fairly rapid. Only on the west side of town is there any extensive modern development. This is all outside the historic district boundaries and consists mainly of single homes.

Along the main street, the town has an urban aspect when viewed in relation to the countryside surrounding it. There are few large open spaces. A very small public park of less than one-fourth acre is located east (25 West Main Street). A larger park is planned in the eastern part of town in an area essentially detached from the town environment to the west. The only other open spaces are the yards, many of which are large.

The architectural character of the town is set by the Federal style buildings which dominate its center. There was only one house built prior to the founding of the town, and it is of a late colonial style. There are Greek Revival buildings of the same small scale and proportions as their Federal counterparts. Most of the Victorian buildings are also the same in scale and proportion, an exception being the Ramsburg House. This is a little taller and more elaborately decorated than the surrounding houses, providing an interesting visual relief from the simplified detail of the others. About 90% of the buildings

(See Continuation Sheet #1)

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NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #1

ITEM NUMBER 1

PAGE 1

DESCRIPTION

in the historic district date from the nineteenth century, with the remaining 10% from the late eighteenth and twentieth centuries.

New Market contains a good collection of buildings representative of the several styles popular throughout its history. It is especially interesting owing to its rural situation. All of the houses, with the exception of the stone Prosser houses are either of brick or frame construction. Regionally, the craftsmanship of the architecture is of fine quality, being among the best turned out by the country builders of that time.

Along Main Street most of the houses are in good condition, many having been restored for combined use as antique shops and homes.

As a whole, the town holds together extremely well. The scale and proportion of most buildings harmonizes with their fellows, a height of two and one-half stories and width of three to four bays being common. The visual continuity of the streetscape is not obstructed by signboards, and the signs that are evident are on the whole small and in character with the buildings. All are painted in pleasing and subdued colors. There is nothing which overpowers the architectural unity of the town.

The Prosser House, located at 25-27 West Main Street, is a two-story stone house with a brick wing of later date to the rear and one of frame to the east.

The stone main block faces south and is three bays wide at the first floor level. The transomed entrance frames an eight panel door and is flanked by two windows of six over six sash with lowered exterior blinds; above are two windows, small but similar to those of the first floor. The frame east wing is three bays wide at both floor levels on this same elevation. The five windows with six over six panes have paneled blinds and there is a transom over the entrance. To the east end of this wing is a small one-story one-bay frame extension.

The brick, two-bay rear wing of the main block probably once had a galleried two-story porch on its east front, but the first floor level has been enclosed to provide additional living area. The second floor porch balustrade, however, remains although the second floor posts and porch roof do not.

(See Continuation Sheet #2)



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RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #2

ITEM NUMBER 1

PAGE 2

DESCRIPTION

Each part of the house has a gable roof and simple boxed cornices. There is a single large chimney on the west end of the stone part and smaller flush chimneys on the exposed ends of the two principal wings. The building presently serves as both a private residence and antique shop.

The Ramsburg House, at 33 West Main Street, is a two and one-half-story, late nineteenth century brick house on stone foundations. This basically Federal-style house has been fancifully embellished in Victorian taste and is one of the better examples of its type in New Market.

The street facade of the Ramsburg House is three bays wide. Occupying the west bay of each level is a door on the first, a semi-octagonal bay on the second, and a large brick dormer on the roof. The arched entrance frames a door with over and side lights; below the multi-paned sidelights are intricately carved under panels. The second floor bay projects out over the roof of a first floor porch decorated with elaborately pierced and cut brackets and frieze. The projecting bay has semi-circular headed windows, separated by tapered pilasters with carved capitals. The peaked dormer above has a three-part window under a semi-circular fanlight all of which is set within a pedimented blind panel.

The Huff House at 35 West Main Street is a one and one-half story common bond brick house with a gable facade.

The first floor level of the street facade is three bays across with a centered door flanked by windows of six over six lights; the two second floor windows frame sash of six over three panes. Although all window openings are headed by flat arches of stretcher brick, the door is headed by a plain wood lintel.

At the north end of the gable roof are two flush chimneys. On the east slope of the roof are two dormer windows of later construction. On the north end of the building is a small, one-story, one-bay addition.

(See Continuation Sheet #3)

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NATIONAL PARK SERVICE

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #3

ITEM NUMBER 1

PAGE 3

DESCRIPTION

The Fehr-Schriess House, 49-51 West Main Street, is a two-story frame house with two brick chimneys and a two bay rear wing. The gable roof has boxed cornices with gable returns.

The south or main facade is five bays wide with a door in the center. The openings on the east facade appear to have been changed. There are now three bays across the facade with a door in the south bay. Only two bays on the second floor of the north or rear facade are visible due to a shed addition. The western bay stair window, located in the center of the house, is lower than the eastern. The west facade has one bay on the northern end and two attic windows. All windows have six over six pane sash, most of them with louvered blinds.

The Kemp House at 14-16 West Main Street is a three-part, two-story brick house built on stone foundations. The main facade is laid in Flemish bond. There are two brick chimneys, one on the east end of the earliest section, the other on the west end of the larger center section. The cornices of the two lower sections which flank the center part are the same. Each is boxed and decorated with cyma recta crown and bed moldings and a carpenter's fret. The boxed cornice of the center block is reeded and has coved crown and bed moldings and carved beads.

The first floor windows of the street facade are of nine over nine sash; those of the second floor are of nine over six. All windows have louvered blinds. The first floor openings on the lower sections and the openings on both floors of the center section have stuccoed flat arches with a raised keystone.

The south facade is eight bays wide. Each lower section is two bays wide, with the western section having a door in the west bay. The central block is four bays wide with a door in the east bay. This door is flanked by reeded semi-columns. There is a semi-circular fanlight over the door and a new pediment above.

The Shotwell House located at 9-11 West Main Street is a two-story brick house with a rear wing of a possible earlier date, and a later addition to the west. The west section has a stepped brick cornice, as does the rear wing. Windows are six over six with gauged flat arches and blinds. There is a large, square, ca. 1900 cupola on the roof.

(See Continuation Sheet #4)

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NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #4

ITEM NUMBER 1 PAGE 4

DESCRIPTION

The Flemish bond main facade is in two distinct parts and is six bays across, each section consisting of three bays. The door of the east section is in its west bay and the door of the west section is in its center bay.

The east facade of the main block has one attic window to the south and one central second floor window. The wing is four bays wide with two doors, one in the south bay and the other in the second bay from the north.

The north facade of the main block has one bay on the east end and two bays on the west side. The rear wing has no openings. The west facade of the main block has one bay on the north and two attic windows. The wing is four bays wide.

STREET NUMBERS INCLUDED WITHIN THE DISTRICT:

East Main Street

1-3 Elinor Low  
5-9 Wm. Rosenaur  
11-17 C.A. Jackson  
19-25 John W. Fossett  
27-29 Wm. Lee  
31-33 K. Snowden  
35-37 Andrew Sewell  
39-43 Leroy Simpson  
45-57 Ross Brinkley  
59-95 Mercurio Parzirole

2-4 Kenneth Brown  
6-8 Episcopal Church Parsonage  
10-12 Episcopal Church  
14-16 W.F. Smith  
18-20 Pierce MacNair  
22-24 Pierce MacNair  
26-30 Simpson Methodist Church  
32-40 Town of New Market  
42-44 Lodge  
46-80 Frinkel-Palmer  
82-84 Kenneth Snowden  
86-92 Andrew Sewell  
94-100

North Federal Street

3-5 Raymond Smith

North Prospect Alley

5 C&P Telephone Company

South Federal Street

1 Pierce MacNair  
2 Iames  
3 Lawrence Brightful  
4 W.H. James  
5 MCS (Frederick County)  
6 Ray Brightful  
7 Thomas W. Peach  
8 George Davis

(See Continuation Sheet #5)

# SIGNIFICANCE

F-5-59

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 100-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) local history
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1790-1900

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Town of New Market has been relatively unspoiled by the passage of time, remaining much as it was in its beginning, a small drover's town built to service the many travelers going to and from the Baltimore markets. It is in appearance the quintessence of the circa 1800 small town in western central Maryland. It is well-preserved and shows more original fabric and a more representative development from the Federal into the Greek Revival and Victorian periods than other towns in the area. Its Federal style buildings are well-executed, showing the high level of craftsmanship attainable at the time.

Western Maryland towns such as New Market are different from towns in the Tidewater region in several respects: (1) an economy based on overland commerce rather than on water transportation, (2) the linear layout along a single street instead of a pattern of several streets, and (3) the difference in building design and proportion in the two regions.

New Market had its beginning when land grants from Lord Baltimore were given to John Dorsey and Samuel Plummer in 1743.

In 1747 Nicholas Hall began acquiring land in this area. Hall's estate was known as New Market Plains and consisted of approximately 1080 acres. He is thought to have come from New Market, England.

In 1788, Hall laid out the Town of New Market. This advertisement appeared in several of the local newspapers at that time:

Laid out for a town to be called New Market, on a public road. Grading from Frederick Town to Baltimore, about nine miles from Frederick: Two principal streets in the town are 66 feet, the other 50 feet wide, three others 33 feet wide. Lots are 66 feet front, 165 back. There is reserved a lot of ground for a Market House and a Church. The lots are to be sold by Nicholas Hall, living near premises. Lots bounding on Main Street will be sold for 3 pounds current money each. The lots back at forty shillings each, all subject to an annual ground rent of 5 shillings to commence May 5, 1788.

(See Continuation Sheet #6)



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NATIONAL PARK SERVICE

F-5-59

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET #5

ITEM NUMBER 1

PAGE 5

DESCRIPTION

South 8th Alley

- 1 Jon Cappalsti
- 3-5 Marjorie Hoy
- 7 William F. Smith
- 8 Norman and Mary Peach

West Main Street

- |       |                         |       |                   |
|-------|-------------------------|-------|-------------------|
| 1     | Carl and Francis Mealey | 2     | Paul E. Staley    |
| 3     | Carl and Francis Mealey | 4     | Donald Shimpff    |
| 5-7   | Franklin Rappold        | 6-8   | C.F. Mealey       |
| 9-11  | Henry Shotwell          | 10-12 | Jordan Associates |
| 13-15 | Edward Sanger           | 14-16 | Stoll D. Kemp     |
| 17    | Edgar Rossig, Jr.       | 18-20 | Hal Williamson    |
| 19    | Masonic Lodge           | 22-24 | F.M. Shaw         |
| 21-23 | A. Piscapo              | 26-30 | Harrison Metz     |
| 25-27 | Morris Prosser          | 32-38 | Frank Perham      |
| 29-31 | Albert Esworthy         | 40-42 | Charles Woods     |
| 33    | Camden Ramsburg         | 44    | Julia Douglas     |
| 35    | Leroy Hoff              | 46-48 | George Chaney     |
| 37    | George Burkett          | 50    | Catherin Meadors  |
| 39    | Austin K. Mantz         | 52-54 | Lloyd Boyer       |
| 41    | Paul Welty              | 56-58 | Howard Schell     |
| 43    | Gordon Kindness         | 60-62 | Paul Fogle        |
| 45-47 | Monroe Free             | 64-66 | Edward White      |
| 49-51 | Henry Schriess          | 68-70 | Ollie Bridges     |
| 53-55 | William Cline           | 72-74 | Fire Department   |
| 57-59 | Marion Lawson           | 76-78 | Buck Wachter      |
| 61-63 | Nancy Morley            | 80    |                   |
| 65    | Norman Lease            | 82    | Donald Wachter    |
| 67-69 | Clarence Bennett        | 84-86 | Edith Elliott     |
| 71-77 | Estate-Herman Bavbutz   |       |                   |
| 79-83 | Emory Stull             |       |                   |

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NATIONAL PARK SERVICE

F-5-59

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DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #6

ITEM NUMBER 8

PAGE 6

STATEMENT OF SIGNIFICANCE

It wasn't until April 3, 1793, that Nicholas Hall recorded his deed for the Town. Two months later, on June 1, 1793, William Plummer also recorded a deed, known as Plummer's part of New Market. This section was laid out along the same plan as Hall's. Hall's part consisted of 134 lots and Plummer's of 36 lots. New Market is laid out longitudinally along what became part of the National Pike in the first quarter of the nineteenth century, with double lots on both sides of the road, called Main Street. Another short street, laid out in Hall's section at right angles to Main Street is called Federal Street.

In 1747 Samuel Plummer's heirs gave land in Frederick County to members of the Society of Friends who built a log meeting house there circa 1780. These Quakers came from near Wrightsville, Pennsylvania, down the Monocacy Road, and many of them settled west of the Monocacy River. Among these early settlers who played an active role in the development of New Market were the Wrights, Davises, Roberts, and Poultners. Other family names involved included Hall, Plummer, Dorsey, Hammond, McElfresh, Moberly, Ballanger, Pancoast, Wood, Smith, Hobbs, and Russell. Many of these families were large landowners and many owned a number of slaves. The town residents were apparently evenly divided between Quakers and Methodists. There was a Friends school situated on the edge of town at one time.

Located approximately eight miles east of Frederick on the route to Baltimore and also on the route from Baltimore to Cumberland and the west, New Market was a drover's town, depending for its livelihood on the many travelers passing through it. In 1804 the Legislature incorporated a company to build the National Pike, and high-wheeled, six-horse Conestoga wagons came through the town on their way to Ohio and beyond. The travelers stopped at the many hotels and taverns in town, sometimes sleeping on the floor for 25¢ a night. Behind the hotels were sheds for feeding and watering horses and pens for resting droves of pigs, turkeys, sheep, and cattle being driven on hoof to the markets in Baltimore.

A post office, one of the first in the country, was started in 1798 on Lot 25 in a building known as the "National Hotel," now the Rappold House. Lodgers were billeted upstairs from which the only means of exit was through a small room where the owner or watchman sat. This practice assured the owner of being paid for his services.

(See continuation sheet #7)

F-5-59

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NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

CONTINUATION SHEET #7

ITEM NUMBER 8

PAGE 7

STATEMENT OF SIGNIFICANCE

Reuben Falconer and Caleb Ogborn founded the first fire company, known as the "Independent Hose Company" in 1841 on Lot 29. On Lot 21 George Smith had the first tavern. The Quaker Meetinghouse is gone now, but a United Methodist Church (1821), Grace Episcopal Church (1868), and Ashbury Methodist Church (1870) remain.

The railroad in Monrovia about one-half mile south of New Market brought the Civil War to the town. Arms were hidden in many homes, and Edward Sanger's house on Lot 27 was used as a Union Army guard house. The Linganore Mounted Guard stored guns and ammunition in Carl Mealey's house on Lot 24 until they were seized by the Union Troops.

The first house known in New Market is the Fehr House on Lot 4 in Plummer's part of town. It was built of log by Plummer and lived in by his family for many years. There were a number of log houses and a few brick ones. One stone house existed which still stands on Lot 30. As the town grew and prospered, additions were added to existing homes and larger houses were built. Although eight or ten buildings have been destroyed, the town has largely escaped the ravages of modern development.

The preservation of the town is important not only because of its many fine examples of early architecture in Maryland, but because it is also a fine example of a small town as a complete unit. The New Market Historic District Commission and the New Market Zoning Ordinance have helped significantly in keeping the restorations or changes being considered by building owners within the historic nature of the town.

There is now a thriving antique business in New Market. The town is incorporated and has a Planning and Zoning Board in addition to its Historic District Commission. Its mayor and its citizens are greatly interested in preserving the heritage of the town for themselves and for future generations.

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INVENTORY -- NOMINATION FORM

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DATE ENTERED

CONTINUATION SHEET #8

ITEM NUMBER 9, 11 PAGE 8

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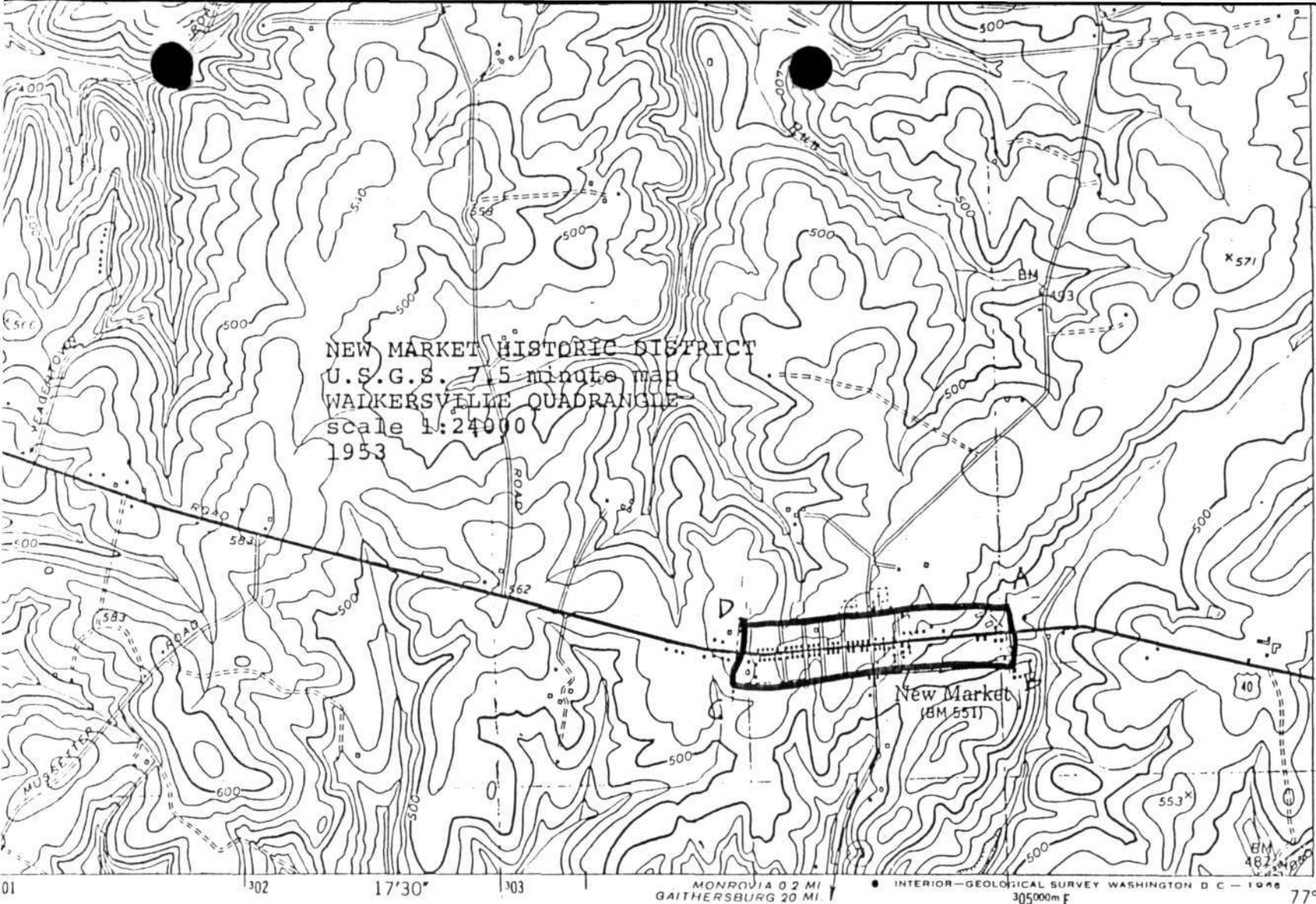
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FORM PREPARED BY

Anthony James, Summer Intern, Maryland Historical Trust  
Pamela James, Research Assistant, Maryland Historical Trust  
J. Richard Rivoire, Architectural Historian, Maryland Historical Trust

Address: 21 State Circle, Shaw House, Annapolis, Maryland 21401





New Market  
Historic district

	A	B	C	D
	18/305030/4361660	18/305050/4361420	18/303940/4361340	18/303970/4361620

#### ROAD CLASSIFICATION

Heavy-duty	4 LANE 6 LANE	Light-duty
Medium-duty	4 LANE 6 LANE	Unimproved dirt
U.S. Route		State Route

(DAMASCUS)  
3562 / SW

F-5-59

# NEW MARKET HISTORIC DISTRICT

FREDERICK COUNTY MARYLAND



## KEY

TO APPROXIMATE  
STYLES AND/OR PERIODS

- I LATE COLONIAL
- II LATE 18TH CENTURY VERNACULAR
- III HANOVER GEORGIAN
- IV FEDERAL
- V 19TH CENTURY ASTYLAR
- VI GREEK REVIVAL
- VII GOTHIC REVIVAL
- VIII VICTORIAN
- IX LATE 19TH CENTURY VERNACULAR
- X EARLY 20TH CENTURY
- XI MID 20TH CENTURY

NOT TO SCALE

MAP SOURCE: FREDERICK COUNTY PLANNING  
AND ZONING COMMISSION

AOJ 8/75

F-5-059

New Market Historic District

New Market

Jennifer K. Cosham, 26 April 2006



Main Street



Main Street

F-5-059  
New Market Historic District  
New Market  
Jennifer K. Cosham, 26 April 2006



Main Street



Main Street





Lateral view

# 25 & 27 W. Main St.

North side of Rt. 144 (W. main St.)

West of Rt. 75 (Prospect alley)

PRASSER HOME

Franklin Shaw

2/74

New Market HD

F-5-59



Latent view  
#33 W. Main St.

Franklin Shaw  
2/74

North of St. 144

West of St. 75 (Prospect alley)

Romsburg home

F-5-59  
New Market





Lateral View  
#14 & 16 West main St.

Franklin Shaw  
2/74

South of Rt. 14X  
West of Rt 75 (8th alley)  
Kemp House

F-5-59  
New Market



Lateral view  
#35 West main St.  
North of Rt. 144  
West of RR. 75 (Prospect alley)  
Hoff House

Franklin Shaw  
2/74

F-5-59  
New Market





# 59-95 East Main St.  
North of Rt. 144  
East of Rt. 75 (Prospect Alley)  
Pargiale Property

Franklin Shaw

2/74

F-5-59

New Market



1  
Lateral view  
#9 & 11 W. main St

Franklin Shaw

2/74

North of Rt. 144

West of Rt. 75 (Prospect valley)

Shotwell home

F-5-59

New Market

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

F-5-59

Property Name: National Road within New Market Historic District Inventory Number:            Contrib. Res.             
Address: National Road within the New Market Historic District Historic district: ☒ yes ☐ no  
City: New Market Zip Code:            County: Frederick  
USGS Quadrangle(s): Frederick  
Property Owner: Maryland State Highway Administration Tax Account ID Number: N/A  
Tax Map Parcel Number(s): N/A Tax Map Number: 801  
Project: New Market Streetscape Agency: Maryland State Highway Administration  
Agency Prepared By: Maryland State Highway Administration  
Preparer's Name: Stephanie Foell Date Prepared: 07/13/2006  
Documentation is presented in: National Register of Historic Places Documentation for the New Market Historic District (F-5-59)  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: New Market Historic District  
Inventory Number: F-5-59 Eligible: ☐ yes ☐ no Listed: ☒ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name:            Date:           

Description of Property and Justification: *(Please attach map and photo)*

**Description**

The New Market Historic District was listed in the National Register of Historic Places in 1975. The National Road is mentioned in the documentation, and the linear quality of the roadway and of the town is described and deemed to be a significant character-defining feature of New Market. This Determination of Eligibility serves to document the section of the National Road that runs through New Market to evaluate its status as a contributing resource to the New Market Historic District.

The .66-mile section of the National Road within New Market retains much of its original configuration. Because it is a state road, the current roadbed adheres to national engineering standards. The roadway is marked with standardized signs and roadway markings. An Old National Pike Milestone (FR-5-67) that was listed in the National Register of Historic Places in 1975 as part of a Multiple Property Nomination is located along the roadway. It marks mile 37.

The roadway is approximately 60 feet across and runs in a straight path through the historic district. Buildings are generally set relatively close to the street and are separated from the roadway by only sidewalks and a small grassy strip enclosed by concrete

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: Contributes to New Market NRHD.

Jan DeLuca  
Reviewer, Office of Preservation Services

[Signature]  
Reviewer, National Register Program

8/10/06  
Date

8/11/06  
Date

200602303



Contrib.Res.

National Road within New Market Historic District

Page 2

curbs. The minimal setback of the buildings contributes greatly to the linear appeal of New Market.

Some parts of the sidewalks within the historic district of New Market are lined with large curbstones that are set vertically into the ground. The stones are flat on the vertical faces, but portions visible above ground do not appear to have been cut or shaped before they were installed. They are present along Main Street, Prospect Alley, and some alleyway entrances. A grass or mulch parkway and concrete curb separate the curbstones from Main Street. Along the west side of Prospect Alley, historic curbstones line the brick herringbone sidewalk.

Sidewalk surfaces that flank the National Road through New Market are varied. Many are surfaced with brick, both dry laid and laid with mortar. Patterns include checkerboard, running bond, and herringbone. The herringbone sidewalks are likely the earliest ones within the district and are visible in historic photographs. The earliest ones are made with hand-made bricks that are dry laid with sand. Other areas that were installed later use the same herringbone pattern, but are made with machine-made bricks. The checkerboard or running bond patterns appear to date to a later period and exhibit machine-made bricks. Other areas of the sidewalk are paved with concrete or asphalt.

#### History and Significance

As part of recent archeological investigations within New Market, John Milner Associates, Inc., completed a report entitled "Phase IA Background Research and Archeological Assessment Streetscape Improvements" for the Maryland State Highway Administration. The context contained on this form is derived from the findings put forth in that report.

#### The National Road

In 1666, the first Maryland road law was passed by the Colonial Assembly. It required county commissioners of each county to lay out a road system that would make the heads of waterways "passable for horse and foot." Counties were responsible for building and maintaining roads within their jurisdictions. The assembly did not provide funding and many local municipalities had little or no money for road construction. Consequently, road systems outside of urban areas could be more accurately categorized as trails. However, as Baltimore grew, so did the need for more reliable road systems to connect the city with points west. In 1704, a law intended to improve roadways required them to have 20-foot widths.

As the eighteenth century progressed, settlers established towns and villages in central and western Maryland. In 1745, Frederick City was incorporated and three years later Frederick County was formed out of a section of Prince George's County. By the end of the century, Frederick boasted a population of almost 31,000. It proved to be an ideal locale for growing wheat as well as other types of grain. A primary route used for transporting goods, produce, and people to and from Baltimore was the Baltimore and Frederick Town Road, laid out in 1787. Travel along this route required frequent stops for watering horses or other livestock, rest, and shelter for the night. Towns, including New Market, providing these services were established along the route.

In 1792, the Maryland legislature passed a bill to build a public road between Baltimore and Frederick, but did not provide adequate subsequent funding, so no road was built. However, the Baltimore and Frederick Turnpike Company, under the leadership of Jonathan Ellicott, recognized the need for the road and raised funds by petitioning local banks. In 1805, road construction commenced and followed the bed of the existing road between Baltimore and Frederick. By 1807, the road reached Boonsboro and by 1816, it reached Cumberland (with the exception of two sections between the Conococheague River and Boonsboro, which were completed in 1818 and 1823). One year after construction began, President Thomas Jefferson commissioned the construction of the National Road from Cumberland to Ohio, and in 1811 construction commenced. By 1818, the National Road extended to Wheeling, Ohio. In order to maintain the road system, turnpike companies built tollhouses and

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Contrib.Res.

National Road within New Market Historic District

Page 3

gates to collect funds.

Minimal documentation of the actual road construction exists. Standards set by the bill state that the road was to have a 66-foot right-of-way. A 20-foot-wide surface made of gravel and sand would be applied to the road on an artificial roadbed of wood, stone, or gravel, allowing for an unsurfaced pull-off area on either side. The gravel and sand were 18 inches thick in the middle and 12 inches thick at the sides. The base stones were broken to be less than seven inches wide; the upper layer of stones was to be less than three inches wide. These layers were then compacted together on a roadbed not to exceed a grade of five degrees.

As railroad travel increased, turnpikes suffered. Construction of the Baltimore & Ohio Railroad, which was the nation's first rail line, began in Baltimore in 1828. The line was designed to shorten travel times between the east and the Ohio Valley. In 1842, the rails reached Cumberland, and from that time on, turnpike companies folded. With no tolls to support maintenance, many sections of the National Road were neglected and fell into disrepair. Funding at both the federal and state levels was either nonexistent or exhausted. However, commerce and travel through New Market continued. In 1831, a rail station was built one mile south of New Market in the town of Monrovia. New Market hotel and tavern owners ran carriages and stagecoaches to and from the station, allowing travelers to continue to utilize services in New Market.

In 1908, the Maryland legislature established the State Road Commission in response to public demand by citizens who required better roads for more efficient transportation. The commission had the authority to construct, improve, and maintain the roadway system in Maryland. Newer materials and methods were used and orders for paving with asphalt or stone macadam and installing concrete curbs were issued. The growing use of automobiles rekindled interest in the National Road. Both the Post Office Appropriation Act of 1912 and the Rural Act of 1916 made funding to rebuild and repair the National Road available. In 1927, a numbering system was implemented in order to create order of the growing network of roadways. At that time, the eastern half of the National Road was designated as U.S. Route 40. The portion of the National Road within New Market became MD 144 in 1954.

#### New Market

New Market developed along the Baltimore and Frederick Turnpike, which was integrated into the National Road in the early nineteenth century. The economy of New Market greatly depended on the travelers that the National Road carried to and from each of these larger cities. The earliest residents of New Market established business such as hotels and taverns to cater to travelers' needs. When the Baltimore and Ohio Railroad was built through the nearby town of Monrovia in the 1830s, New Market entrepreneurs provided stagecoaches to shuttle travelers to and from the station. As automobile use increased, a gas station and stores were established to meet tourists' changing needs. Today, the vast majority of New Market's businesses along the National Road are antiques stores.

Nicholas Hall, one of New Market's co-founders, was a young land speculator who owned property in Frederick County. Among his holdings were approximately 200 acres that comprise areas in and around present-day New Market. In 1788, Hall attempted to lay out a town and sell lots on this property. He ran an advertisement in the Maryland Chronicle on May 2 of that year, but no lots sold. William Plummer, a Quaker who owned adjacent land west of Hall's holdings, also wanted to establish a town, but the two men could not agree on a roadway alignment or on the layout of lots, so their properties were surveyed separately. In August 1792, Plummer laid out 36 lots on his property; early the following year, Hall laid out 134 lots on his. Hall was met with more success during his second attempt and he sold his first lots in June 1793. The first structure built within the town limits was a residence and tavern (Smith Tavern) that is extant. Other establishments followed and the town of New Market, located approximately eight miles east of the City of Frederick, became a hub for travelers in need of various services. Establishments such as hotels and taverns lined the main street and back alleys led to sheds, stables, and grazing and watering areas.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Contrib.Res.

National Road within New Market Historic District

Page 4

During the nineteenth century, New Market incorporated amenities to its streetscape that reflected the growing dependence on the automobile. Electric streetlights replaced oil lights. A gas station opened on Main Street. In 1936, New Market's first antique store opened and was soon followed by more over the next 30 years, and a bed-and-breakfast also opened. As awareness increased over New Market's well-regarded status as a destination for antique shoppers, it received the official title of "Antiques Capital of Maryland."

Maryland State Highway Administration records show that the section of the National Road within New Market was paved with stone macadam in 1914. However, according to long-term resident William Zimmerman, county maintenance workers used the stone macadam on the National Road, but stopped at the town line. He also recalled that rows of stepping stones were used to cross the street to avoid mud, which could be deep at times.

The first asphalt paving occurred in New Market in 1951. Most likely, stepping stones, thick mud, and underlying cobble and gravel were removed to prepare for the new surface. Between 1951 and 1954, the road was graded at the east and west ends of New Market to remove inconsistencies. The first concrete curbs were likely installed at that time, which would mean that the roadway was narrowed to its current width at that time.

Generally, roads were built higher at the centerline with sloping sides to direct runoff away from the road. The original curbstones therefore served as a barrier between the street and the walkways and building fronts, preventing stormwater from entering these areas. Instead, the curbstones directed the runoff downhill. They may also have served the purpose of preventing carriages and stagecoaches from traveling onto the sidewalk. Late nineteenth and early twentieth century photographs of New Market show these curbstones lining the roadside of the sidewalk, delineating alleyways and curving around trees. They appear to protrude two to six inches from the ground. Historic photographs do not show these types of curbstones in either rural or urban areas. Small towns may have used them instead of more costly French drains and cut stone. In New Market the curbstones are made of slate and schist, both of which are found locally.

In an advertisement appearing in the Maryland Chronicle on May 2, 1787, Hall describes the width of Main Street as 66 feet wide. The street was executed as planned, as witnessed by the 66-foot distance between the historic curbstones.

During the last ten years of the eighteenth century, over 100 lots were bought and subsequently developed in New Market, and it is possible that town officials and/or residents determined the need for the curbstones at that time.

Maryland State Highway Administration records indicate that substantial amounts of work were completed along MD 144/Main Street in New Market between 1951 and 1966. It seems likely that the concrete curbs were installed at this time.

The section of the National Road that runs through the New Market Historic District is a contributing resource to the historic district. It is significant under Criterion A for its role in the establishment of New Market, which essentially exists because of the presence of the National Road. The National Road also contributes to the district for its association with transportation patterns within Maryland, most notably between the important cities of Baltimore and Frederick. The National Road is also a contributing resource under Criterion C for its design components that include a roadway width and configuration that retains a reasonably high level of integrity to its original proportions—most notably its linear quality—especially when vehicle types and paving methods have changed dramatically since its original construction. This significance of the linear plan is heightened by the fact that New Market was designed to essentially be a linear town with the majority of homes and businesses facing the single main thoroughfare. Other towns of the era were designed with other types of plans, most notably grids as well as those with intersecting curvilinear plans or even radial designs. Although New Market did contain intersecting perpendicular streets and alleys, the plan is

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Contrib.Res.National Road within New Market Historic District

Page 5

fundamentally linear and relies solely on the presence of the National Road as the critical artery. The relationship of the road to the collection of significant historic buildings within the New Market historic district has also remained remarkably consistent in the intervening years. The National Road in New Market retains a high degree of location, design, setting, association, and feeling.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

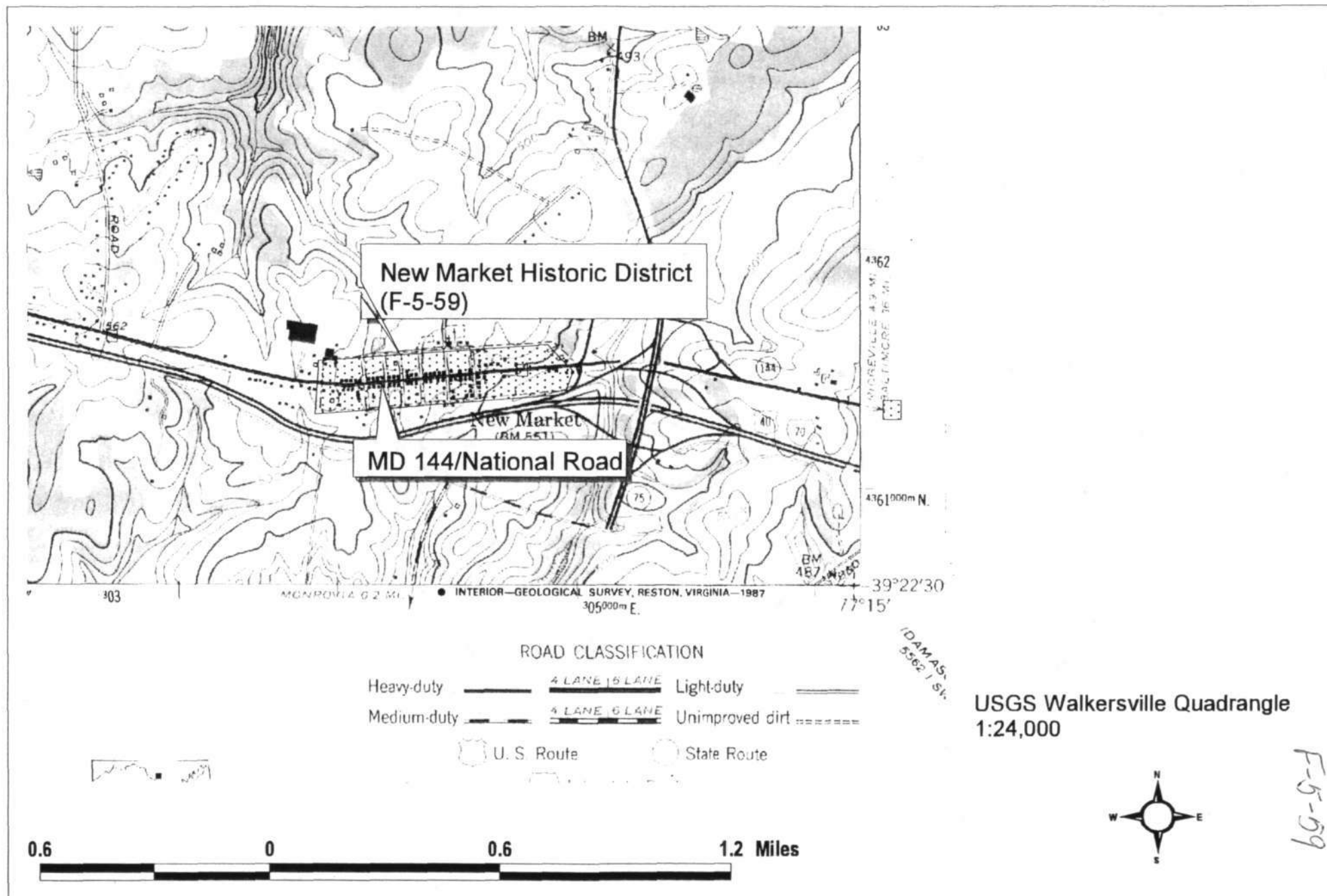
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



# National Road in New Market Historic District (F-5-59)







F-5-59

MD 144/National Road, New Market Hist. Distr.  
Frederick Co, MD

S Foell

7/2006

0-5489 N-5489-0012 U-1

MD SHPO

MD 144; view to the east/northeast

1/11

RETOUCH1,



F-5-59

MD 144 / National Road; New Market  
Hist. Distr.

Frederick Co., MD

0-5489 N-5489-0005 U-1

S Foell

7/2006

MD SHPO RETOUCH1,

MD 144; view to the west  
2/11





F-5-59

MD 144 / National Road, New Market Hist Distr,  
Frederick Co., MD

SFoell

7/2006

0-5489 N-5489-0011 U-1

MD SHPO

MD 144; view to the east

3/11

RETOUCH1,



F-5-59

MD 144 / National Road; New Market  
Hist. Distr.

Frederick Co., MD

S Foell

0-5489 N-5489-0002 U-1

7/2006

MD SHPO

RETOUCH1,

MD 144; view to the west

4/11



F-5-59

MD 144 / National Road; New Market  
Hist. Distr.

Fredenck Co., MD

S. Foell

0-5489 N-5489-0004 U-1

7/2006

MD SHPO

MD 144; view to the east  
RETOUCH1,

5/11





F-5-59

MD 144 / National Road, New Market Hist.  
Frederick Co., MD Dist.

S Foell

7/2006

0-5489 N-5489-0009 U-1

MD SHPO

MD 144; view to the west

6/11

RETOUCH1.



F-5-59

MD 144 / National Road; New Market  
Hist. Distr.

Fredenick Co., MD

D-5489 N-5489-0007 U-1

SFoell

7/2006

MD SHPO RETOUCH 1,

MD 144; view to the east

7/11



F-5-59

MD 144 / National Road ; New Market  
Hist. Distr.

Fredenick Co., MD

S. Foell

0-5489 N-5489-0003 U-1

7/2006

MD SHPO

RETOUCH1,

MD 144; view to the west

8/11





F-5-59

MD 144/National Road; New Market  
Hist. Distr.

Fredenck Co., MD

S Foell

0-5489 N-5489-0001 U-1

7/2006

MD SHPO

RETOUCH1,

MD 144; view to the east

9/11



F-5-59

MD 144/National Road; New Market

Hst. Distr.

Fredenck Co., MD

S. Foell

7/2006

MD SHPO

Typical herringbone brick sidewalk.

10/11



F-5-59

MD 144 / National Road, New Market  
Hist Distr.

Fredenck Co. MD

0-5489 N-5489-0006 U-1

S Fol 11

7/2006

MD SHPO

RETOUCH1,

Historic curbstone

11/11